

Notices to Consignees.

STEAMSHIP DJEMNAH.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp, and Bordeaux, ex S.S. *Gange, Romaine, and Frederic Morel*, in connection with the above Steamer, are hereby informed that their Goods—viz the exception of Opium, Tea, and Valuable—will be landed at their risk at the Consignee's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon, To-day (Sunday), the 17th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Monday, the 25th April, 1887, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before Wednesday, the 27th April, 1887, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 17, 1887. 740

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex *Labourdonna and Melbourne*.

A S (in diamonds), 1/3—3 cases Chisels, Augers, &c., from London, consigned to Order.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 14, 1887. 708

Intimations.

NOW COMPLETE
WITH
SUPPLEMENT.

A CHINESE DICTIONARY
IN THE
CANTONESE DIALECT,
BY
DR. E. J. RITEL.

CROWN OCTAVO, PP. 1018.

HONGKONG, 1877-1883.

Part I. A-K, \$2.50
Part II. L-M, \$2.50
Part III. N-O, \$3.00
Part IV. P-Z, \$3.00
Supplement, \$0.50
Reduced price, per Complete Set, \$10.00, or, for Five Sets, \$50.00.

This Standard Work on the Chinese Language, constructed on the basis of Kanji's Imperial Dictionary, contains nearly all Chinese characters in practical use, and while alphabetically arranged, according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, is published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, April 4, 1887.

To-day's Advertisements.

CHINESE IMPERIAL GOVERNMENT
EIGHT PER CENT. LOAN OF 1881.

EIGHTH AND LAST DRAWING.

NOTICE is hereby given that all the BONDS of the above LOAN now Remaining UNDRAWN will be paid off at Par at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, on the 24th day of April, 1887, when the Interest thereon will cease to be payable.

The INTEREST due on the said Bonds on the 24th day of April, 1887, will be paid on that date.

BOND HOLDERS can be supplied with the Number of the Bonds remaining Undrawn on application.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
Agents Issuing the Loans,
JOHN WALTER,
Acting Chief Manager.

Hongkong, April 23, 1887. 783

NOTICE.

THE ADDRESS to His Excellency the
ADMINISTRATOR will be given by the
Government House at Noon on MONDAY,
25th Instant, when the attendance of all is
invited.

ARTHUR K. TRAVERS,
Hon. Secretary.

Hongkong, April 23, 1887. 785

THE CHINA SHIPPERS MUTUAL

STEAM NAVIGATION COM-
PANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Company's S.S. *Moyune*, having
arrived from the above Ports, the
Consignees of Cargo are hereby informed that
their Goods are being landed at their risk
into the Godowns of the HONGKONG AND
KOWLOON WHARF AND GODOWN COMPANY,
LIMITED, Wharfedale, whence delivery may
be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the Office of
the Undersigned, before Noon on the 1st
Proximo, or they will not be recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 1st Proximo will be subject to rent.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
To-day, the 23rd Instant.

Bills of Lading will be countersigned by
ARNHOLD, KARRBERG & Co.,
Agents.

Hongkong, April 23, 1887. 784

To-day's Advertisements.

FOR SHANGHAI.

The Steamship
Ningpo,
Capt. F. SCHULZ, will
be despatched for the
above Port TO-MORROW, the 24th Inst.,
at Noon, instead of as previously advertised.

For Freight or Passage, apply to
SIEMSEN & Co.

Hongkong, April 23, 1887. 784

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates
for CHEFOO, TIENTSIN, NEW-
CHANG, HANKOW and Ports on
the YANGTZE.)

The Co.'s Steamship
Antoon,
Capt. BRENNER, will be
despatched for the above
Ports on TUESDAY, the 25th Instant, at 4 p.m.,
instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 23, 1887. 777

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SHANGHAI.

The Co.'s Steamship
Thales,
Capt. GODDARD, will be
despatched for the above
Ports on TUESDAY, the 25th Instant, at 4 p.m.,
instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARLICK & Co.,
General Managers.

Hongkong, April 23, 1887. 782

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and taking
through Cargo for BRISBANE,
ADELAIDE, T. ASHLEY, NEW
ZEALAND, &c.)

The British Steamer
Chydra,
Capt. PRACE, due To-
day, with part Cargo
from JAPAN, will be despatched as above at
6 p.m. on TUESDAY, the 25th Instant.

The Steamer has excellent Accommodation
for First-class Passengers, and is fitted
with the latest Light.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, April 23, 1887. 780

NETHERLANDS INDIA STEAM

NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND

SOURABAYA, VIA SAIGON

AND SINGAPORE.

The Co.'s Steamship
Batam,
Capt. SCHOUTEN, will
be despatched as above
on or about the 25th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 23, 1887. 778

A. S. WATSON & COMPANY,

LIMITED.

NOTICE is hereby given that the
Ordinary Yearly MEETING of the
SHAREHOLDERS of the Company will
be held at the HONGKONG DISPENSARY, on
MONDAY, the 2nd day of May next, at 3
o'clock in the afternoon, for the purpose
of receiving the Report of the General
Manager, together with a Statement of Ac-
counts to the 31st December, 1886.

THE REGISTER OF SHARES will be
CLOSED from SATURDAY, the 30th
April, to MONDAY, the 2nd May, both
days inclusive, during which period no
Transfer of Shares can be registered.

H. A. WOOLNOCHE,
Secretary.

Hongkong, April 23, 1887. 786

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

EUROPA, British barque, Captain C. E.
Fulton, Chinese.

FRESHFIRE, British barque, Capt. Robt.
Greig, American brig, Captain D. D.
O'Keefe, F. Blackhead & Co.

SHIPPING

ARRIVALS.

April 23, 1887.

Glenfruin, British steamer, 1,536, E.
Norman, Saigon April 19, Bico. JARDINE,
MATHESON & Co.

Moyune, British steamer, 1,916, J. S.
Hogg, London and Singapore April 16,
General. ARNOLD, KARRBERG & Co.

Canton, British steamer, from Whampoa.

Pha Chua Chom Kiao, British steamer,
1,012, H. R. Lightwood, Bangkok April 17,
Ries and General. YVES FAR HONG.

Vesuvius, Russian corvette, from Wham-
poa.

Delft, British steamer, 536, J. Watt,
Haiphong April 21, General. A. R. MARRY.

DEPARTURES

April 23.

Tehran, for Yokohama.

Lombardy, for Bangkok.

Tetartus, for Nagasaki.

Merced, for Saigon.

Pookang, for Whampoa.

Pingang, for Singapore and Calcutta.

Kwang Lee, for Shanghai.

Stettin, for Singapore.

CLEARED.

Hereward, for Amoy and Manila.

Port Victor, for Saigon.

Moyune, for Shanghai.

Ningpo, for Shanghai.

Janet Watt, for Haiphong.

Hedong, for Amoy and Tamsul.

Pha Chua Chom Kiao, for Bangkok.

Charon, for Shanghai.

Canton, for Shanghai.

PASSENGERS.

Per *Glenfruin*, from Saigon, 20 Chinese.

Per *Moyune*, from Singapore, 250 Chi-
nese.

Per *Pha Chua Chom Kiao*, from Bang-
kok, Mr. Whitehouse, and 91 Chinese.

Per *Delft*, from Haiphong, Mr. Myers,
and 12 Chinese.

DEPARTURES.

Per *Tehran*, for Yokohama: from Hong-
kong, Mr. and Mrs. H. W. Davis, Miss
Quincy, Major and Mrs. Gaud, European
mail servant and native servant, Lieut.
Brooke, and Lieut. Brown; from London,
Mr. B. C. Price; from Bombay, Messrs H.
H. Fluck and Utho; from Calcutta, Mr.
W. S. Orme; from Singapore, Mr. J. F.
Lester; from Kobe; from London, Mr. A.
H. James.

Per *Stettin*, for Singapore, 460 Chinese.

To Dairen.

Per *Port Victor*, for Saigon, 10 Chinese.

Per *Ningpo*, for Shanghai, 20 Chinese.

Per *Janet Watt*, for Haiphong, 12 Chi-
nese.

Per *Signal*, for Hothow, 60 Chinese.

Per *Hedong*, for Amoy, 10 Chinese.

Per *Pha Chua Chom Kiao*, for Bangkok,
30 Chinese.

SHIPMEN'S REPORTS.

The British steamer *Glenfruin* reports:
First part moderate S. wind; latter part
light N.E. wind. Passed the steamer
Glenfruin off Cape St. James, bound into
Amoy.

The British steamer *Thales* reports:
Had fine weather, variable winds until
yesterday, when strong breeze set in, with
heavy rain and thick weather. Anchored
off Ladang at night.

The British steamer *Pha Chua Chom*
Kiao reports: Had light S. and S.E. wind
and fine weather to within 10 miles from
port; thence strong N.E. gale and rough
sea with thick rainy weather.

The British steamer *Delft* reports:
Left Haiphong at 8.10 a.m., on 21st inst.,
had calm and clear weather across the
Gulf; dense fog in Hainan Straits. Passed
Hoihow at 8 a.m. on the 22nd; thence to
St. John's Island moderate N.E. wind and
cloudy weather; and thence to port strong
northerly gale and high sea.

EXPORT CARGOES.

Per S.S. *Bayer*, sailed 18th April—
For Genoa, 750 boxes Cassia Lignea; for
Lyons, 5 bales Silk; for London, 247 bales
Merchandise; for New York, 21 bales Mer-
chandise and 2 boxes Essential Oil; for
Beyruth, 150 cases Cassia and 5 cases
Merchandise; for Hamburg, option London,
28 cases Merchandise; for Port Said, 10
cases Private Effects; for Suez, 1 box Silk
Pieces Goods and 120 boxes Cassia; for
London option Hamburg, 4 cases Merchan-
dise and 2 boxes Silk Pieces Goods; for
Alexandria, 49 bales Feather, 10 cases
Beadles and 50 pkgs. Cans; for Hamburg,
4 pkgs. Matting, 9 cases Private Effects, 1
pkgs. Tea and 17 cases Merchandise; for
Bremen, 10 rolls Matting, 43 bales Feather
and 5 cases Sandals; for Antwerp, 132
cases Assa, 18 cases Feather, 5 cases
Merchandise and 1 case Sandals.

Per S.S. *Belphégor*, sailed 23rd April—
For London, 3,602 boxes Tea, containing
73,542 lbs. Congou, 10 bales Cassia and 100
cases Ginger; from Kobe, 78 half-chests
Tea, 50 cases Yohakana; for New York, 20
bales Waste Silk and 2 cases Cotton.

POST OFFICE NOTICES.

MAILS will close—

For HOIHOW & HAIPHONG.—
Per *Signal*, at 8.30 a.m., on Sunday,
the 24th inst.

For SWATOW, AMOY & TAMSUL.—
Per *Hedong*, at 8.50 a.m., on Sunday,
the 24th inst., instead of as previous-
ly notified.

POST OFFICE NOTICES.

MAILS will close—

For SHANGHAI.—
Per *Ningpo*, at 9 a.m., on Sunday, the
24th inst., instead of as previously
notified.

Per *Moyune*, at 9 a.m., on Sunday, the
24th inst.

For SAIGON.—
Per *Port Victor*, at 9 a.m., on Sunday,
the 24th inst.

For AMOY & MANILA.—
Per *Pha Chua Chom Kiao*, at 1.30 p.m., on Monday,
the 25th inst.

Per *Stettin*, at 4.30 p.m., on Monday,
the 25th inst., instead of as previous-
ly notified.

For PORT DARWIN, SYDNEY & MEL-
BOURNE.—
Per *Tahiti*, at 3.30 p.m., on Monday,
the 25th inst., instead of as previous-
ly notified.

For BANGKOK.—
Per *Delft*, at 4.30 p.m., on Monday,
the 25th inst., instead of as previous-
ly notified.

For SWATOW, AMOY & TAIWANFOO.—
Per *Thales*, at 11.30 a.m., on Tuesday, the
26th inst., instead of as previously
notified.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Geotic*
will be despatched on THURSDAY,
the 28th April, with Mails for Japan,
San Francisco, the United States,
Canada, Honolulu, Peru, &c., which
will be closed as follows:—

2.15 p.m. Registry closes.

2.30 p.m. Post-Office closes, but Corre-
spondence may be posted on board the
Packet with Late Fee of 10 cents extra
Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Yonghe*
will be despatched on THURSDAY,
the 28th April, with Mails to the
United Kingdom, Europe, and places
beyond, viz. Naples; to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
India (via Madras), the Australian
Colonies, Aden, Natal and the Cape,
Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

Money Orders.

1.—Money Orders are issued at Hong-
kong and Shanghai on the following coun-
tries and places:—

* Amoy.

* Anson.

* Australia.

* Belgium.

* Mauritius.

* Natal.

* Newfoundland.

* New South Wales.

* New Zealand.

* North Borneo.

* Ningpo.

* Norway.

* Port Darwin.

* Portugal.

* Queensland.

* S. Helena.

* Seychelles.

* Shanghai.

* Sierra Leone.

* South Australia.

* Straits Settlements.

* Swatow.

* Sweden.

* Switzerland.

* Tasmania.

* United Kingdom.

* Victoria.

* Western Australia.

* West Indies (British,
Danish, and Dutch).

* Yagou.

Vessels Advertised as Loading.

San Francisco.	State of Maine.	Nickels.	Russell & Co.	Quick despatch.
Shanghai.	Ningpo (s).	F. Schulz.	Siemssen & Co.	April 23, at noon.
Shanghai.	Canton (s).	Brenner.	Jardine, Matheson & Co.	April 20, at 4 p.m.
Shanghai.	Anchut (s).	Lapage.	Butterfield & Swire.	April 28.
Shanghai, via Amoy.	Glancus (s).	Hannah.	Butterfield & Swire.	April 28.
Swatow, Amoy and Taiwanfoo.	Deuteros (s).		Ah. Yon & Co.	April 23, at 4 p.m.
Sydney and Melbourne.	Thales (s).	Goddard.	Douglas Laprak & Co.	April 26, at noon.
	Chelydra (s).	Pace.	Gibb, Livingston & Co.	April 26, at p.m.

The retirement of Mr. Marsh from the Administration on Monday will again be marked by the presentation of an address from the community expressive of its respect and appreciation of his services. When Mr. Marsh retired from his twelve months' Administration in April 1885, just preceding the arrival of Sir George Bowen, he was made the recipient of an address which was signed extensively by representatives of all classes. In this address he was assured of the esteem and regard of the whole community, and complimented warmly on the quiet but effective and vigorous manner in which the business of the Colony had been carried on. A similar tribute is now as fully deserved.

Mr. Marsh, during his second term of office, has shown himself willing, in his own unostentatious way, to do all he possibly could for the welfare of the community, and has been ever ready to represent its views, to the home authorities and back them up where he could agree with them. If he could not agree with them, he has always had the honesty to say so, and this straightforwardness is a characteristic which those who have had experience of the crooked ways of former Governors of this Colony know how to admire. During his regime, the proceedings of the Legislative Council have been wholly free from unseemly squabbling, and been conducted with the greatest harmony. During his Administration, too, the Government machine has been kept working smoothly. Whether this is due to good fortune or good guidance, some credit must be awarded to him for the preservation of harmony between the various departments and his subordinates, because where there are so many branches friction must occasionally arise. The dignity and reputation which should rightly belong to Government House have also been more than maintained during his residence there. Altogether, therefore, it is fitting that the public should suitably recognise the services of one who has striven without parade to honestly discharge all the duties and sometimes difficult duties which devolve on an administrator. As Mr. Byrie expressed it, Mr. Marsh leaves the service with a highly honourable record, and we are sure he will carry with him the sincere good wishes of the Community, who trust he will be speedily restored to perfect health and that he and Mrs. Marsh may enjoy life for many years to come.

THE STRAITS TIMES is informed that H. E. Sir P. A. Wold has been directed by the Secretary of State, by telegram, to proceed to Borneo to settle certain matters in which difficulties are said to exist. His Excellency will await despatches from home before starting. A ship of war is to be placed at his disposal.

THE HUP-PO says that some very valuable coal seams have just been discovered between Kapiok and Baniuh in Tonkin. Without going deep, the upper seams in one deposit are estimated at 8,000,000 tons. Tonkin consumes annually 100,000 tons of coal from England and France, and great hopes are hoped of this discovery. The French are going to cut a canal alongside the Red River at Hanoi, where the rapids and rocks render navigation dangerous.

THE HUP-PO says that a new system of levying *skin* on Hankow tea is being organised this year. Instead of charging the grower four per cent. on his price at the time he receives it from a dealer, in future the charge will be so much a picul, and the season will be divided into four periods, the *tsu ch'u* or 'first spring,' the *tsu ch'u* or 'young tea,' the *tsu ch'u* or 'lily flowers,' and the *tsu ch'u* or 'autumn tea.' The nominal *skin* will be 800 large cash the picul, payable when the up-country dealer receives the tea from the rustic grower, and receipts will be given. But only seventy per cent. of the nominal tax will be levied during the first period, and at each successive period a deduction of thirty per cent. will be made on the payment of the preceding period. The *skin* on *hacking* will be 100 government weight on each picul. The expression used for seventy per cent. (or thirty per cent. deduction) is *tsu ch'u*, but possibly this may have a different local significance.

FRAGRANT WATERS' MURMUR.

That this intemperate muddling of the Jubilee Celebration projects is pressing all the loyal enthusiasm out of residents here, and that the looming up of Sir George Bowen in the outward passenger-list will not increase the patriotic glow, H. E. General Cameron has but little encouragement to forward Jubilee arrangements, if the kudos-loving Sir George is coming on to take over or capsize such arrangements.

That the Jubilee in Hongkong will probably begin and end with rejoicings, coloured lamps, paper lanterns, fireworks and Chinese fire-crackers.

That the departure of Mr. Marsh, the Acting Governor, has given the text for a very neatly worded and feeling Farewell Address, (as you have stated) will highly please the unassuming disposition of plain, honest William Marsh.

That the Colony may never know to whom it owes this gem of valditory literature, as each one is modest enough to pass the credit on to his fellow.

That there were, of course, no attempts at pedantic oratory in Mr. Marsh's farewell to the Council yesterday, but that the Council will regret the departure of their present President none the less keenly for that.

That the gentle Marshes will long be remembered with respect by all residents here, and that good wishes from Hongkong will follow them both, whithersoever their lot may be cast.

That the members of the Tarantula Society were happily successful in their Farewell dance in honour of Commodore and Mrs. Moran.

That the Acting Governor will be enabled to leave this Colony on Monday next, with the feeling that the Opium difficulty has been nearly overcome, and that all parties have been favourably considered in the endeavour to find a settlement.

That the worried legislators in the Council Chamber are likely soon to enter upon a period of rest, and that many of the members seem to meditate a flight to more Northern climes.

That the Acting Attorney General certainly deserves the rest which he is not likely to get, as he has laboured hard all through the Session.

That very little legislation has been left to be done by General Activity, but that administrative work is more in his line.

That, as regards the Opium scheme, no great diplomatic difficulty appears to be anticipated by the Acting Chief Justice.

That the Slaughter House Bill is one of those measures which is being always shunted so as to clear the line for something else.

That it looks ominous to see the proposal to read the Public Health Bill a first time now quietly followed by a suggestion to put off its consideration for six months.

That the Bill read a first time for regulating the building of Chinese Houses will require watching.

That the draft of the Report of the Land Commission is said to have been returned by Sir George Phillip, the Chairman, with many suggestions; but that this ponderous document, affecting as it does so many far-reaching changes, will most likely have to be first considered at Home.

That, when the new Hongkong Land Bill does come on for discussion, it will be the fruit of much careful labour.

That the old P. & Co. Company has been getting more than its fair share of misfortunes during this its year of jubilee, but that every Englishman will be glad to note that it still preserves its proud position as a safe passenger-carrier, even at the cost of some of its best officers' lives.

That the new line to Vancouver will, it is now reported, be opened by the *Abysinia*.

That the report of Mr. Drew on the China trade of last year shows gratifying results, and that the suggestions there given indicate continued progress.

That the proposal now made by Sir Robert Hart to place a heavy tax on native opium, though repeatedly hinted at by the Marquis Tseng when in England, is not likely to be adopted, as it would prove nugatory to the interests of many of the provincial officials.

That the imposition of such a tax would probably give a flip to the import of Indian opium.

That the members of the A. D. C. of Hongkong are again to be congratulated upon the fact that they have given another performance which, whatever may be its shortcomings, appeared to give great pleasure to a large and fashionable assembly.

That special congratulations may be permitted upon the advent of a new lady member, whose versatile powers should make the future success of these popular entertainments more easy of attainment.

That the musing fire of the 'old Irish Corporal' was worth all the Club.

That it is said the new Masonic Club is not being so extensively supported as might have been expected.

That the proposal to admit associate members is a good one, and will greatly enlarge the sphere of usefulness open to this institution.

That the bowling alley, when completed, will be the best in the Colony.

That the new organ for St. John's Cathedral will take five or six weeks to construct.

That now the new instrument is on the spot, people are wondering what is to be done with the old one which has served so long and so faithfully.

That there is some talk of its being utilised for another place of worship here, if the 'kit' can be put in order by the organ-builder who has arrived with the new organ.

That our Masonic brethren have also been thinking it might be got for the Lodge Room, as a masonic memorial of the Jubilee.

That little need be said of the course of the Stock Market during the past week.

That Banks have risen about 14 per cent., Docks 8 or 9 points, Hongkong Fires \$12, Loo \$3 or \$4, Looans \$15, and Wharves about \$20; while China Sugars have gone back a few points, and Funnings remain about the same.

That further reported changes favourable to the Wharf and Godown Co. continue to keep this stock in favour.

BROWNE.

There has not been always maintained. It is, however, gratifying to have to state that last night's performance was thoroughly enjoyed by most of those present, and that it was more of a success than were the two previous entertainments. We cannot, in a place like Hongkong—where the community changes almost entirely in a dozen years' time—continue to retain the old favourites; but new members are ever arriving to help on the good-natured efforts of the hardworking Amateurs, and there is no reason to suppose that future performances will in time again become as successful as were those of the old palmy days.

There is no lack of sparkle and piquancy in 'A Comical Countess,' although the lion's share falls to the part of the Chevalier de Villeneuve, a role written expressly for Charles Matthews. The Chevalier is supposed to be a Parisian Fete to have given notice to Madame Pompadour, the Court favourite, and his disguised himself as his own servant to avoid the unpleasant consequences. It is exactly as he is engaged as servant to the Countess de L'Esperance, who, formerly a sweetheart of the Chevalier and now a widow, recognises her lover in the liveried lackey. This situation furnishes most of the amusement, the plot being a charmingly simple one on both sides. Baron de Bergme, who introduced the Chevalier to the service of the Countess, in the hope of forwarding his love-making or money-seeking projects of his own, quarrels with the lackey, who leads to the Chevalier revealing himself. The Countess here appears in a mask, and to test the bravery of the Chevalier, persists in fighting a duel herself with him; this she reluctantly does, claiming his fair and aristocratic gentleman then settles their quarrel, and the scene closes by the Countess giving her hand to the Chevalier.

The part of the Countess de L'Esperance (Mrs. Whittall) attracted additional interest from the situation of the lady, who had undertaken it, and Mrs. Whittall is certainly to be complimented upon the result of her performance. The delineation, throughout of this difficult character, her dress, and the ease and grace of her movements, showed that she is no novice in the mode of recreation; and the A. D. C. may therefore congratulate themselves on the accession to their numbers of a really good actress. Mr. Grace, as the Chevalier de Villeneuve, was exceedingly happy, as he generally is in his part, the exception of his last, indeed, we are inclined to think that this gentleman never could be cast for a part that he would not render with a large measure of success; and experience continues to confirm this favourable impression. He is all that a stage actor should be, in his manner, and does much to supply the big gap in the ranks of the A. D. C. made by the departure of Mr. Hockley. Mr. John Hazell was capably got up as the Baron de Bergme, and although, as we have said, the special interest of the evening was the Chevalier and the Countess, the Baron acted his part carefully and well.

The curtain rose upon the scene 'outside of Leveat's Cottage,' where the greater part of the love-making or rather bachelor-hunting takes place during the first two acts of the play. The scene is a garden, the small court-yard, and the background of fern fringed river, formed a very pretty scene, which at once called forth hearty applause. The cast of the comedy was as follows:—

LIORAL LAYERT (son of a Colonel who had bequeathed to him much money, little brains, and an Irish servant) is being hunted by the Countess de L'Esperance, who is in love with him. MacTavish and the Widow Moss, Kate and Mary, being the candidates. Leveat is forced upon him by her unprincipled father; and the foolish-witted Leveat suggests him for the Countess. The Countess, however, covers this, and Corwin Lockhart, who had almost engaged himself previously to Kate, suddenly appears on the scene, and finding he is forsaken, pairs off with Mary. The manoeuvring of the parties—especially of the Countess—was very cleverly done, and the leading role, that of the Countess, is highly amusing. But finally Lockhart obtains Kate, his first love; Leveat returns to his Mary; and the Widow pairs off with Major Fung, who has been fond of her since she was a girl.

The leading role, that of *Li Layert*, was taken by Mr. Thomson, and we think that he acquitted himself very creditably. It is a heavy part for an amateur, involving a great strain upon the actor, and it is seldom relieved (save by a few points in the dialogue) from the monotony of ordinary smooth-going comedy. Besides, Leveat is essentially a young man of less than ordinary strength of character; and saving this, that perhaps Mr. Thomson fulfilled his part very well, and that his character was very fairly represented. He spoke his lines well, without undue ill-timedness, and made his more telling points with considerable effect. To Mr. Wallace (as Leveat) we must give the credit of having relieved the piece from all trace of dullness by the admirable rendering of his sparkling role. His rich Irish brogue, which was perfect, seemed to permeate the whole piece from beginning to end, while his dramatic impersonation and spirit to action and delivery as a fair actor, and a man who is not afraid to take a risk, is a most excellent quality. The difference that exists, despite the fact of the still unopposed French demand for Indo-China, which keeps the price of Mexican dollars high. It may be assumed that a coin cannot be struck at a loss of 11 per cent. for minting charges and loss of interest. The opinion of all who have studied the question is that it could not be done at a lower rate than this. I will take the price of bar silver as, say, 488. I may take the present as a fair value of 45.125 per ounce. Add to this the 11 per cent. seigniorage and loss of interest, 675, and the cost of the proposed dollar would be 45.84, as against a current price for Mexican dollars of 45.8782. This represents a difference of something less than 3/16 per cent., whilst if the temporary cause for the present somewhat high prices of Mexican dollars were withdrawn, the slender margin would be more than swept away. I will suppose, too, that the existing coinage is a fair value of 45.125 per ounce. Now, this will not hurt, that a side is coming in his affairs that will make him wish his parents had died before they met each other. The most learned economists are now inclined to the belief that the outer darkness is referred to in the Scriptures, is only a figurative allusion to the darkness which is borne out by the declaration that there shall be weeping and filing of teeth.

—New York Commercial Advertiser.

THE BRITISH TRADE DOLLAR.

A correspondent writing to a Manchester paper on the proposal of the Singapore Government to mint a British dollar weighing 416 grains, of 900 parts of pure silver to 100 of alloy, says:—

I cannot but think that some misapprehension must have existed in the minds of the speakers at the Legislative Council as to the relative cost of the proposed new British dollar and its most formidable rival the Mexican dollar. It is a well-known fact that the latter is always a premium over what is known as its 'pot' value—i.e., for melting. I do not dispute that at times the Mexican has been forced to abnormally high rates, but this has been due to exceptional causes, and has not been passed away. Having drilled a hole from the top of the tooth through the jaw and as far into the bone as possible, the dentist gives his victim two or three snappings, fastens a rubber apron into the back of the throat, with a steel strip, and passes to the patient's head a small hatchet, places it upon a swinging table before the unfortunate victim, heats it in a lamp and then glazes again. Then he seizes a pair of tongs with which the gold is placed in the activity, and prepares to beat it down solid. This is repeated in different ways by different dentists. Some of the milder operators use a pile-driver, but the more savage type of dentist holds the gold in place with a crow-bar, while a feminine assistant pushes the end of the crow-bar with a sleep-hammer. Being broken on the wheel is amusement for the victim compared with this process, and the rack and pleasant sensation. It is a sad fact that dental malice is on the increase, as is indicated by the frequent signs of 'Tooth Killed With Pain.' What our business blocks. The legislature should regulate the traffic in the interests of the dentists themselves, since the practice of the profession is conducive to treachery. The experienced victim always knows, for instance, that the dentist is only a 'Tooth-Killer' and that a side is coming in his affairs that will make him wish his parents had died before they met each other. The most learned economists are now inclined to the belief that the outer darkness is referred to in the Scriptures, is only a figurative allusion to the darkness which is borne out by the declaration that there shall be weeping and filing of teeth.

—New York Commercial Advertiser.

THE CHINESE RAILWAY COMPANY.

The *Shih-pai*, of the 12th inst. contains the prospectus of the 'Chinese Railway Company,' issued by the 'Kaiping Railway Company,' at Tientsin, which will be incorporated with the new Company. The Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin, the prospectus states that the Kaiping Railway Company, which was formed last year, comprised 2,500 shares, at Tientsin 100 shares each, making the capital of the Company equal to Tls. 250,000. The distance from Kaiping to Tientsin is 90 li, and the new railroad will be divided into three parts, from Tientsin to Peking, Tientsin to Tientsin, and Tientsin to Tientsin. It is now proposed to issue 10,000 shares, at Tls. 100 per share, bringing the capital of the new Company up to Tls. 1,000,000. Shares are to be applied for to the Kaiping Railway Company at Tientsin, or to the Hongkong and Shanghai Banking Corporation, at the various ports. Although the share certificates only mention the railroad as being extended from Tientsin to Tientsin

[No. 7991.—APRIL 23, 1887.]